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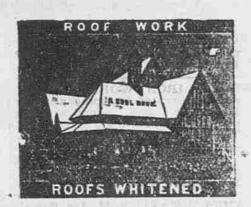
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THE SILENT BARBER SHOP Are Thoroughly Disinfected Before Using. JOSEPH FERNANDEZ, Prop.,

NEWS OF THE WATERFRONT

ESTERDAY morning the work of coaling the Wisconsin was begun. The Iroquois towed two large barges belonging to the Naval Station out to the big warship and all hands turned to work transferring their loads of coal to the holds of the large vessel. It is quite an expensive thing to coal a ship lying so far out, but it was decided that it would be poor economy to try to save a little money and risk taking the big vessel through the curves of the channel. When the Oregon was coaled some time ago in the same way, it cost the Navy Department about \$2,000. The principal item was

the marine railway. When the Iroquois was towing the coal barges out yesterday morning one of them swung against one of the big piles which mark the channel and knocked it loose. The Young Brothers observed the pile floating in the harbor and went out for it towing it up to their boathouse, where it is now awaiting a claimant.

the repairing of the barges, as they

were so much damaged by the heavy

swells knocking them against the bat-

Young Bros. to the Rescue.

Young Brothers are waiting for a gold medal for saving life at sea to be awarded to them in the near future for the rescue of a young man who came dangerously near to going to sea forever. Early in the afternoon yesterday the Youngs noticed a small sail way out at sea nearing the breakers of the reef. They thought that something was wrong and went out in one of their gasoline launches to the boat, where fifteen years of age. He had started out from the Healani boathouse in a small double-ended skiff to visit the Wisconsin. He put up the sail and started off, but as he did not know anything about the handling of a vessel and as he had neglected to take either oars or rowlocks, he soon found himself sailing for the sunny south seas bemishes of superior quality, especially fore a strong breeze blowing from the land. If it had not been for the timely assistance of Young Brothers he might have been afloat yet. They took the boat in tow and brought the young fellow, who was looking pretty pale around the gills, back to the boathouse.

Deserters From Sirene.

The German ship Sirene, which came here some weeks ago after so long a trip from Bremen around the Horn, that her insurance in San Francisco was quoted at eight per cent, will probably sail this morning in ballast for Portland, where she has been chartered. The Hawaiian Paradise of the Pacific seems to have had very strong attractions for the German sallormen, at all events several of them deserted. Yes-

terday two of them were captured in a saloon by Deputy Sheriff Chillingworth. The Deputy Sheriff did not know the men but when he entered the saloon his presence seemed to have such an uncomfortable effect on them that his suspicions were aroused and he brought them to the Station House. The Germans remonstrated in their own liquid strains, but the Deputy Sheriff does not count knowledge of German among his accomplishments. It was finally ascertained through an interpreter that the men were deserters from the Sirene, and upon the order of the German Consul they were taken back to their ship.

Meteor May Sail Today

The Globe Navigation Company's steamer Meteor, which arrived on her malden voyage to this port a few days ago, has been discharging her cargo very rapidly, large gangs working on citing active service offered by the last her both night and day. Notwithstand- three years, the recruiting officers ing the fact that her equipment did not seem to be in the best of order, three ly enough, and work had to be stopped seafaring, had not hitherto had an for some time to get the wharf cleared opportunity for enlisting, owing to a little as it was entirely blocked with The Meteor will probably sail some-

time during this afternoon as she does mature years, is the maintenance of not take any freight worth mentioning a number of training ships for landsfrom this port. It is not known if she men. These ships, with a nucleus of will come back to this port soon, as she those who have never been to sea, and, may be put on the coal carrying business between the Sound and San Fran- they offer, but to the intelligence of

Enterprise for Hilo.

from the Eastern coast a few months ago with coal, and subsequently made a trip to Panama and back under charwill be extensively overhauled and improved by her new owner, Captain Matson, of the Spreckels' line of vesselse sailing to Hilo. The Enterprise will be the first and only steamer to ply regularly on the San Franciscoof about 3,000 tons freight, will be able to accommodate numerous passengers. Captain Frederick Miller, who was in command of the Associated Press dispatch boat at the battle of Santiago de Cuba harbor, and brought the Enterprise around from New York, is retained in command. The steamer

posed alterations .- S. F. Chronicle. Russia's Naval Budget.

ST. PETERSBURG, Oct. 14.-The been completed with a total of 98,300,-000 rubles.

Charters at Tacoma.

Emily F. Whitney, ship, 1,207 tons, exander & Baldwin, Ltd.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. tug Iroquois, Pond.
U. S. battleship Wisconsin, Reiter, from Bremerton; anchored off port

October 23. (This list does not include coasters.) Andrew Welch, Am. bk., Drew, San Francisco, October 14.

Falcon, Am. schr., Burgeson, Albion, October 23. Florence, Am. sp., Spicer, Tacoma, September 29. Henry Wilson, Am. schr., from Tacoma, October 2.

Irmgard, Am. bkt., Schmidt, San
Francisco, October 23.

Meteor, Am. ss., Jensen, Seattle, Octo-R. C. Slade, Am. schr., Sonerud, Gray's Harbor, October 19. tleship's sides that they had to go on S. G. Wilder, Am. bkt., Jackson, San Francisco, October 14. S. N. Castle, Am. bkt., Nilson, San

> Sirene, Ger. sp., Sauermilch, Bremen, October 3. Tillie E. Starbuck, Am. sp., Curtis, San Francisco, October 21.

Francisco, October 15.

Steamer Movements,

STEAMERS TO ARRIVE. Name. From Aorangi-Victoria, B. C. America Maru-S. F. Senoma-S. F. City of Peking-S. F. Alameda-S. F. Ventura-S. F. Hongkong Maru-S. F. Nov. 23 | The Czar of Russia has no less than Alameda-S. F. . China-S. F. TO DEPART.

More Americans in Our Navy.

Date.

character of the Yankee man-of-warsman as in the character of the ships long a step in advance as from the otherwise. The Hohenzollern is armed, obsolete wooden warship of the former and is really a third-class cruiser devotperiod to the steel fighters of Manila ed to yachting purposes.-New York Sun.

Bay and Santiago. Of the several factors in this change of personnel, foremost in importance is the strong Americanism of the present crews of our warships. Twenty years ago hardly 20 per cent of our man-of-warsmen were native born, and not 50 per cent, even, naturalized citizens. Today fully 90 per cent are American citizens, and nearly 70 per cent are American born. The enormous number of aliens in the old navy was the source of many a gibe, and the multiplicity of foreign languages and strong accents heard in the forecastles of our ships was the cause of frequent mortification to the American officers and their civilian visitors. Scandinavians were, perhaps, the most numerous class of aliens, followed by Russians, Englishmen, Frenchmen, Spaniards, Greeks, Italians, Hollanders, and even Kanakas and Malays.

These have steadily given way before the influx of bright young Americans who, attracted by the growing popularity of the new navy and solicited by the wise efforts of the later recruiting officers, have been entering the service for some years past. The apprentice system, which is limited to American youths, has done much in this direction, but, aided by the glorious advertisement given to the navy by the Spanish war, and the chances for exhave recently adopted two new plans for securing Americans for the navy. One of these is the opening of recruit goosenecks of the crane snapping off, ing offices in the interior States, and the work went on so rapidly that the thus reaching the thousands of young teams could not handle the stuff quick- men who, although having a taste for their remoteness from the seaboard and the receiving ships. The other plan, somewhat resembling the apprentice system, but open to those of more owing not only to the fine facilities the average American and the rapidity with which he learns, these vessels have proved highly successful in turn-The steamer Enterprise, which came ing out periodically large numbers of trained recruits for the regular cruising vessels.

As a result, the forecastles of our men-of-1war now ring with clear Engter to the Panama Railroad Company, lish language, and the hours of leisure off duty are enlivened by the latest forms of American mirth and humor, "rag-time" songs, and national melo-dies generally. Every ship now has its baseball and football teams, and the allotments of their pay sent by the men Hilo route, and in addition to a cargo through the paymaster go to Ameriean addresses, instead of to Norway, Finland, Greece, and other foreign lands.

With this Americanizing of the crews have come many other decided improvements. The man-of-warsman today is more respectable, respected and self-respecting than twenty years ago. is to be furnished with a refrigerating Liberty-breaking is rarer, drunkenness plant, and modern staterooms will be is decidedly less, and good behavior added to the vessel, which is compara- on shore is now the rule rather than tively new, attractive in appearance, the exception. Where, formerly, the and said to be exceedingly seaworthy. greater number of liberty men, the mo-The Enterprise may be laid up here ment they left their ship, thronged about two months undergoing the pro- pellmell into the nearest dives, they now go to the better districts of the cities, attending the good theaters, visiting their families and friends-for Jack is not often nowadays the friendnaval budget for 1902 is said to have less walf of the past-and returning aboard ship clean, sober, and ready for

000 rubles (about \$49,000,000), of which | Another innovation is the general CONTRACTING CARPENTER, PA- the ordinary expenses are 60,400,000 ru- youth of our man-of-warsmen. The bles, construction 16,000,000 rubles, Port average age is not over thirty, while Corner Miller and Punchbowl Streets, Arthur improvements 3,200,000 rubles, gray heads are now very rare in the and Vladivostok improvements 2,000, service. In the old days, too, the petty officers-boatswain's mates, coxswains, quartermasters, gunners' mates, etc.were nearly all elderly men, often seemingly chosen for length of service lumber to Honolulu; chartered by Al- now. The majority of the present petrather than for fitness. This is not so ty officers are alert, active, intelligent C. L. Woodbury, schooner, 100 tons, young men, men of mental capacity Hotel Street, chartered by J. R. Hanify & Co. and endurance. It is very common to and endurance. It is very common to Cor. Merchant and Alakea Sts.

see a petty officer of considerable rank not over twenty-five years of age, or even younger. A score or more of years ago he would probably have been forty, fifty, or even sixty years old. For a long time the navy has been criticised for the fact that in it an enlisted man could not become a commissioned officer, as in the army, where many officers are annually created from the ranks. But Congress has recently partly remedied this by authorizing the annual appointment of six ensigns in the navy from among the gunners, boatswains, and warrant machinists of the navy, below the age of thirty-five years. It is thus possible for an enlisted man to become a commissioned officer without having to pass through Annapolis, and the effect

more the quality of the latter. On the whole, the enlisted force of the United States navy never had as good material as it has today. It is composed for the greater part of bright, respectable young Americans. and it is the aim of the navy department to have it ultimately practically

wholly so composed.

ARTHUR H. DUTTON,

Late Lieutenant, United States Navy.

Expensive Royal Yachts.

King Edward's new yacht, the "misfit," about which so much is now being written, is not the only royal pleasure-Oct. 26 boat which has cost millions. The King Oct. 30 of Siam's yacht, the Maha-Chakri, which Oct. 30 means "the most beautiful craft," and Nov. 7 that little brown ruler considerably over .Nov. 9 \$5,000,000. She is a marvel of Oriental Nov. 14 splendor in her interior fittings, and isNov. 20 armed as a gunboat.

Moana-Victoria, B. C.Nov. 23 five yachts at his disposal, all of themDec. 10 the same amount as the Maha-Chakri.Dec. 11 The furnishing of the Pole Star, says the Nippon Maru-S. F. Dec. 18 New York Press, is of luxurious splen-Miowera-Victoria, B. C. Dec. 21 dor. The deck of the main saloon is of Alameda-S. E.Dec. 21 red, black and white marbles set in mothey found a lad of about fourteen or Peru-S. F. Dec. 26 saics, and in the middle of the apartment is a fountain, beautiful and ornate. The baths, cabins and other apartmentsOct. 29 for the imperial owner and his guests Hongkong Maru-S. F. Nov. 1 are fitted in costly woods and beautiful . Nov. 12 decorations are of the most gorgeous

. Nov. 19 description. The czar does not use the Pole Star Nippon Maru-S. F. Nov. 26 which is also a thing of beauty and luxury. The Standart is of 4,334 tons register, and represents an outlay of something over \$2,500,000. The arrangements During the fifteen years which have for lighting the Standart are most comelapsed since the rehabilitation of the has twenty miles of wire installed in her American navy was inaugurated there for illuminating purposes. The Emperor has been as marked a change in the of Germany's yacht Hohenzollern, on which he spends so much time, is n luxuriously fitted up as the "misfit," the Pole Star or the Maha-Chakri, but is a he mans. From the tar of the 'eighties comfortable boat, and well enough furto him of the new century there is as nished for anybody-royal, imperial or

British Torpedo Boat Damaged.

LONDON, Oct. 12 .- Another torpedoboat destroyer, the Vulture, has buckled in heavy seas while on her way from Portsmouth to Portland. She had to return to Portsmouth, where it was found that several of her plates were

Shipping Notes.

The schooner Twilight will sail for Hilo today at noon, with a cargo of cement and lime

The Selma, which has been lying at the Wilder wharf for the last week, is now being scraped and painted. C. M. Neill, who formerly was a night

inspector on the custom house force, has received his promotion to the day force as discharging clerk. The Andrew Welsh was lying at the Pacific Mail dock loading sugar yester-

day. She will take on a 'all cargo of sugar, and will probably not sail before November 2, The steamer Iwalani is lying at the In-

er-Island wharf, being overhauled. As she is undergoing quite a bit of repairing, she will probably not go out for some time yet.



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